



Seminary Road

Complete Streets Project

Public Outreach

Phase 1

Summary

July 2018

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Introduction and Purpose

Seminary Road was identified in the Pedestrian and Bicycle Chapter of the Transportation Master Plan for potential improvements to ensure the safety, mobility, and accessibility for all roadway users. Data analysis conducted through the Vision Zero Action Plan also showed that Seminary Road was a corridor with a high number of KSI (killed or seriously injured) crashes.

Since the reduction of the speed limit on Seminary (from Quaker to Library Lanes) in 2016, data has shown that crashes have been reduced. However, to sustain this benefit, the roadway design must reflect the posted speed limit as well as encourage and better accommodate people walking, biking, driving, and riding transit.

Project Process

The project will have a roughly six-month process. As shown in the diagram below, the process began with an information gathering and data analysis phase, during which the City has held several input opportunities for interested members of the public. The second phase will feature development of potential design concepts, and drafting of recommendations with opportunities for the public to provide input. This will follow with the selection and design of a concept to be presented to the public later in the summer or early Fall 2018. Final design and implementation will follow to enable paving to move forward and short-term recommendations to be implemented.



Outreach efforts

Public input has been gathered from a variety of sources, which are described below, but also presented in Appendix A. Comments and feedback received about Seminary Road through all of these efforts are being considered and used as part of this Complete Streets project process.

Pedestrian and Bicycle Chapter of the Transportation Master Plan

The Pedestrian and Bicycle Chapter of the Transportation Master Plan (Ped/Bike Master Plan) was updated starting in 2014 and adopted by Council in 2016. As part of this outreach process,

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an online interactive map was hosted to gather comments on public perceptions and desires for pedestrian and bicycle facilities.

Vision Zero Safety Map

The Vision Zero Action Plan process was developed in 2017 and, similar to the Ped/Bike Master Plan process, included an online interactive map as well as an in-person version that asked participants to identify safety issues that they have experienced on Alexandria roadways.

Repaving Feedback

In Spring of 2018, the City hosted an online repaving feedback form that sought feedback on roadways that were identified for upcoming repaving projects. The first set of roadways included Seminary Road and comments were gathered about the issues that people experienced and improvements they would like to see incorporated as part of the repaving effort.

Seminary Hill Civic Association Meeting

On May 10th, Transportation and Environmental Services (T&ES) Project Manager, Darren Buck attended the Seminary Hill Civic Association Meeting to announce the kickoff of the Complete Streets Project and to invite residents to an upcoming community walkabout.

Community Walkabout

On Saturday, May 12th T&ES Staff held a community walkabout where residents met staff at two intersections, Jordan Street and Quaker Lane and walked toward the middle. Along the way, staff gathered comments and spoke with residents about the issues, ideas for improvements, and their desires for the future of the roadway.

Public Open House

On Tuesday, May 29th, T&ES Staff hosted a public open house event at Beth El Hebrew Congregation from 5:30pm – 7:30 pm to give more information about the project, show public comments to date, give safety and traffic data, gain feedback on potential improvement facilities that have been previously used in the city and region, and ask for more feedback on an aerial map. In open house style, there were informational boards around the room with staff available to walk the participants through the information. At 6:00pm, there was a brief presentation followed by a Q&A session with T&ES staff. A summary of the responses to each activity as well as the Q&A session is available in Appendix A.

Comment Summary

Comments were taken from each of the sources previously mentioned and synthesized into the following summary.

Key takeaways

- Access to Seminary Road through turns onto the road and backing out of driveways is difficult for residents

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- Speeding noted as a problem for the entire corridor, people do not adhere to the posted limit
- Sidewalks were noted for a need to be wider, continuous, with more of a buffer between vehicles and people walking
- Long distances between safe crossings along corridor
- Long distances for pedestrians to cross Seminary Road
- People were both against and for bicycle facilities. Those for bike facilities liked protected bike lanes or at least those with a buffer. Those against thought it would make traffic worse or present a hazard for drivers.
- There were opposing viewpoints for the future of the roadway, some wanted to maintain the use as a major thoroughfare for the city, others wanted it to better reflect the community character as a residential street.

Design comments

Quaker Lane- Confusion about the signal timing and how it works for pedestrians. One suggestion asked for a “Barnes Dance” diagonal crossings. Issues with congestion but also avoid making it more desirable for cut through traffic. North side continue sidewalk. Consider Safe Routes to School for nearby children.

Zabriskie- lack of crossing from Zabriskie to the Seminary. No safe left-turn.

Fort Williams Parkway- No changes that would encourage more motor vehicle traffic. Desires for crosswalk at or near the intersection. The streetscape here was encouraged for Seminary plans (center planted median, sidewalks, etc.). Fence blocking sight lines for turning traffic.

Beth El Congregation- Desire for crossing between bus stops to connect to sidewalk. Crosswalk with pedestrian signal

St. Stephens Road- Sight issues with fencing. Signal operations issue. People run red light at this intersection (left turns). Synchronization of the lights at the intersection.

Greenwood/Frazier- Speeding concerns here

Howard- Many liked the idea of removing the slip lane for safety, and repurposing for bike connections or open space. Issues raised of people going straight through the right turn lane (EB right turn to SB Howard). No buffer between sidewalks and car traffic. One person noted that bus stop location encourages unsafe crossing. Slip lane encourages speeding.

Ivanhoe- Left turns onto Ivanhoe are difficult from Seminary Road.

Jordan- Right turn lane becomes a second left turn lane in some cases. Volumes on Jordan feeding to Seminary is high. Failure to yield at crosswalks, and narrow sidewalks. Turns at high speeds are a concern here.

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Pickett- Sidewalk on north side and crossing is narrow and has many obstacles. One person expressed desire for a right-turn lane at Pickett from Seminary.

Library Lane- A lot of discussion about students crossing safely at this intersection. Many are concerned about the access to the medical building and vehicle/pedestrian traffic conflicting here. Need for more crosswalks and school zone signage to drop the speed limit down to 15 mph. In front of the school, the EB right lane is very wide. Long distance to cross.

Kenmore- Concerns about the weaving traffic for turns onto Kenmore and Library. Issues of pedestrians crossing with no safe accommodation. Desire to add the pedestrian fence back to the intersection.

General Design Comments:

- Many want a street design that encourages safer, lower speeds. Others thought that Seminary Road should stay a major thoroughfare for the City to discourage more cut through traffic in the neighborhoods.
- Bike facilities and traffic calming were desired by some, opposed by others.
- Bike facilities requested were climbing lanes on steep areas, protected or buffered lanes, turning the slip lane at Howard into a bike-only connection
- Median island requested for entire length- some liked breaks for center turn lanes. Median islands at crossings – most preferred longer islands with plantings
- Flashing beacons at pedestrian crossings were most desired, followed by pedestrian signs at midblock crossings. One person requested that these come with bulb-outs to shorten crossing distances. Another person opposed the idea of the bulb-outs with concerns of visibility in poor lighting or snow.
- General support for closing the sidewalk gap adjacent to the Seminary property
- General desire for more enforcement of the speed limits and intersections along the corridor

Next Steps

Current Study status

The City is currently working with a consultant team to provide engineering services, traffic analysis, and design for the project. The city will be working on concepts and draft recommendations based on safety data, analyzing the potential impacts of those concepts, establishing project goals and objectives, public input, and best practices. Opportunities for public input on these preliminary concepts will be held during the summer of 2018.

Raw comments from each source are presented in this appendix.

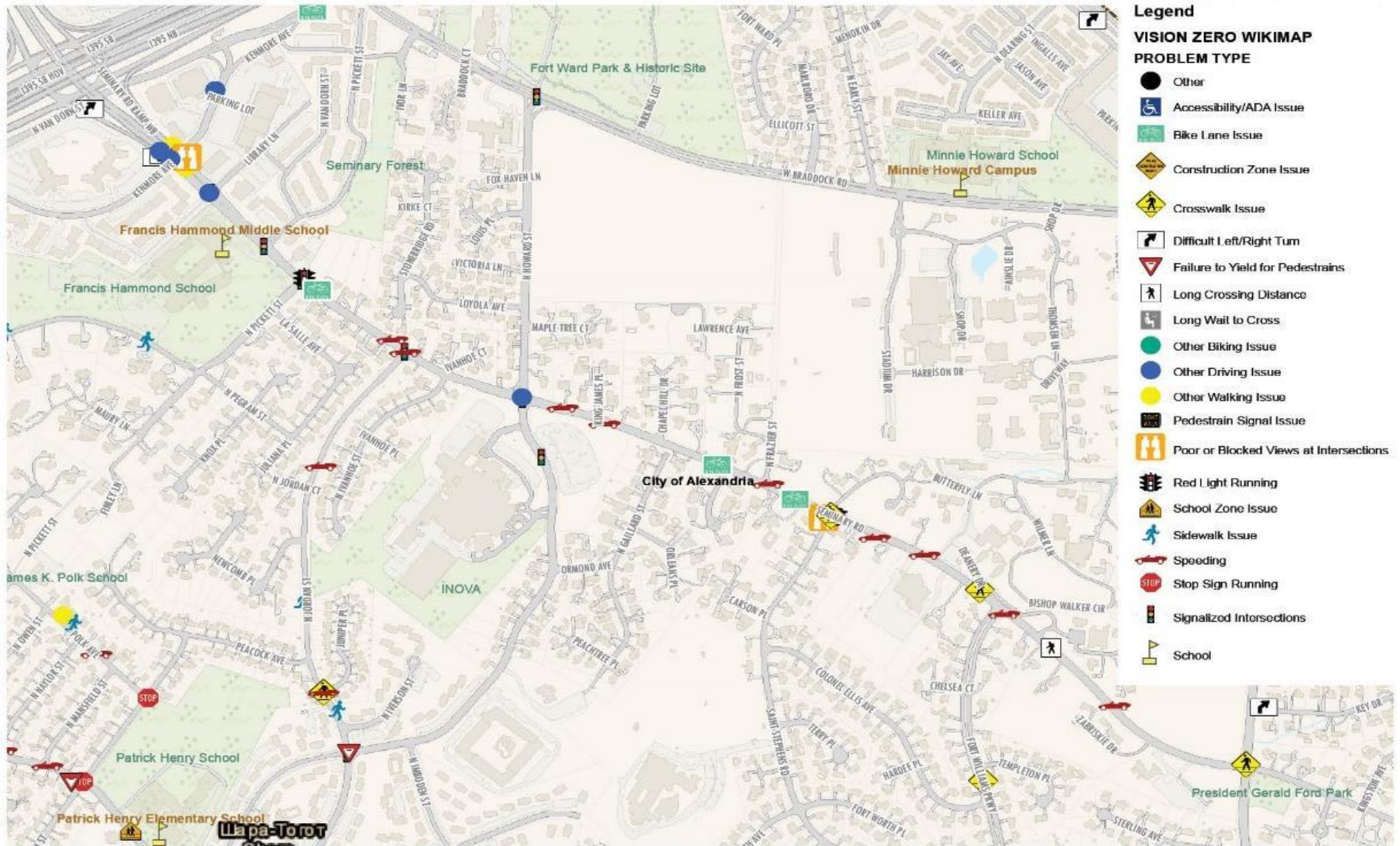
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Barrier Mode	Location	Safety Concerns?	Supporters?
Bike	Library Ln and Seminary Rd	High vehicle speeds, Heavy traffic, Conflicts with other bicyclists or pedestrians	3
Bike	Gaillard Street and Seminary Rd	Heavy Traffic, High Vehicle Speeds, Safety Concerns at intersection- long waits to cross	3
Bike	St. Stephens Rd and Seminary Rd	Heavy Traffic, High Vehicle Speeds, Safety Concerns at intersection- long waits to cross	2
Bike	Seminary Road between Fort Williams Pkwy and Zabriskie Dr	Heavy Traffic, High Vehicle Speeds	2
Walking	Seminary Rd and Quaker Ln	Failure to yield to pedestrians, long distance to cross street, not enough time to cross street	3
Walking	Seminary Dr and Zabriskie Dr	No Sidewalk	1
Walking	Seminary Road between Fort Williams Pkwy and Zabriskie Dr	No Sidewalk	2
Walking	Seminary Road and Fort Williams Pkwy	Dangerous Intersection, No Sidewalk, Major Road without Traffic Signal, Speeding Observed, Failure to Yield to Pedestrians, Long Wait to Cross Street, No Crosswalk, Not Enough Time to Cross Street	11
Walking	Seminary Rd and St. Stephens Rd	Dangerous Intersection, Major Road without Traffic Signal, Speeding Observed, Failure to Yield to Pedestrians, Red Light Running Observed, Not Enough Time to Cross Street	7
Walking	Seminary Road and Greenwood Pl	Major Road without Traffic Signal, Speeding Observed	3

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Vision Zero Safety Map



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APPROXIMATE LOCATION	HOW ARE YOU TRAVELING?	PROBLEM TYPE	DETAILS	SUPPORTERS
4708 Kenmore Ave	Operating a Vehicle	Difficult Left/Right Turn	People making a right turn from the Seminary road east overpass to Kenmore Ave south need to cut across the freeway exit lane, causing backups in both lanes and risk for accidents. Recommend not allowing right turns onto Kenmore from overpass.	6
3718 Seminary Rd	Walking	Long Crossing Distance	Very unsafe to cross Seminary Road after getting off the bus. Long distance and high vehicle speeds. The bus stop is more than about 1/4 mile from the nearest marked crosswalks.	6
4661 Kenmore Ave	Operating a Vehicle	Other Walking Issue	Pedestrians frequently cross Seminary Rd near Kenmore instead of at the light/crosswalk.	5
3830 Seminary Rd	Biking	Speeding	Seminary Road is straight and wide encouraging high motor vehicle speeds. Please change the character of the street to encourage safer speeds.	5
4112 Seminary Rd	Biking	Bike Lane Issue	Bike lanes needed on Seminary Road to connect to the Bike Network.	5
4660 Kenmore Ave	Operating a Vehicle	Other Walking Issue	Pedestrians frequently cross at random from the eastbound side of Seminary Rd to the westbound side of Seminary Rd and vice versa for the bus stop. Some barrier should be placed along the median to prevent pedestrian crossing.	4
1437 Janneys Ln	Walking	Crosswalk Issue	N. Quaker and Janneys Lane intersection needs diagonal crosswalks to alert people to the all-vehicle-stop for pedestrians phase.	4
3750 Seminary Rd	Walking	Crosswalk Issue	No safe place to cross Seminary Road unless you go down to Quaker Lane or Up to St. Stephen's Road. Would love to see a crossing beacon that stops cars if pedestrian would like to cross.	4
4000 Seminary Rd	Operating a Vehicle	Poor or Blocked Views at Intersections	Unable to see eastbound traffic on Seminary when turning right from St. Stephens road onto Seminary. The fence from the house on the SW corner of the intersection makes it impossible to see traffic.	3
4708 Kenmore Ave	Operating a Vehicle	Other Driving Issue	The merge is difficult. Eastbound Seminary traffic has two lanes, Highway traffic has no continuing lane, and at the point of the merge, overpass traffic can turn right across them onto Kenmore. This causes backups, as well as many near accidents.	3
3730 Seminary Rd	Walking	Speeding	I cross seminary road on foot from Ft williams Parkway every day. And every day cars go speeding by at high rates of speed. It is very obvious which are speeding and which are not.	3
4708 Kenmore Ave	Operating a Vehicle	Difficult Left/Right Turn	Vehicles exiting expressway/ traffic circle fail to yield to eastbound overpass traffic turning right onto Kenmore Ave to access Van Dorn St.	2

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4660 Kenmore Ave	Walking	Crosswalk Issue	There is no crosswalk here but lots of people try to cross to get to the new pedestrian bridge.	2
3976 Seminary Rd	Operating a Vehicle	Red Light Running		2
4660 Kenmore Ave	Biking	Poor or Blocked Views at Intersections	Cars on Kenmore regularly go through stop sign and over crosswalk before stopping to check traffic on Seminary going west.	2
3834 Seminary Rd	Walking	Speeding	Speeding continues to occur on Seminary Road, and the speeding is everyday and night. The road is hazardous for walkers and bikers, as well as vehicles. Plus, quality of life for residents is poor.	2
4018 Seminary Rd	Biking	Bike Lane Issue	Bike lanes needed on Seminary Road so my children feel safe biking to school.	2
1601 N Howard St	Operating a Vehicle	Other Driving Issue	Cars go straight in the right turn only lane onto Howard St.	2
4205 Seminary Rd	Operating a Vehicle	Speeding	Drivers continue to exceed the speed limit on Seminary Rd. between N. Howard St. and Quaker Lane. The metered sign shows most are going 10 miles above the posted speed limit.	2
3634 Zabriskie Dr	Operating a Vehicle	Speeding	vehicles routinely exceed posted speed in excess of 15mph	2
Seminary Rd	Operating a Vehicle	Other Driving Issue	This nightmare intersection has it all.... Peds running across the street, cars exiting the highway trying to cut across 3 lanes to go to the shopping center, limited merge area and cars making a right turn on to Kenmore or entering traffic from Kenmore.	2
4701 Seminary Rd	Operating a Vehicle	Other Driving Issue	People frequently blow through the right turn lane to go straight here, nearly causing accidents right by the school.	1
4575 Seminary Rd	Operating a Vehicle	Red Light Running	People on Seminary frequently run this light in the morning. It would be safer to make this a blinking light in the morning, as there is generally no seminary traffic while Pickett is red, and when it turns green, the traffic shows.	1
4560 Seminary Rd	Biking	Bike Lane Issue	Heavy traffic on Seminary (both directions) especially between Kenmore and Howard makes cycling impractical on this stretch.	1
4441 Seminary Rd	Walking	Speeding	Drivers speed up N. Jordan St. to make the light at Seminary Rd. and N. Jordan St. This is a continuous occurrence.	1
SEMINARY RD AND SAINT STEPHENS RD,	Operating a Vehicle	Red Light Running	There is red light running at the corner of Seminary and St. Stephens every day	1

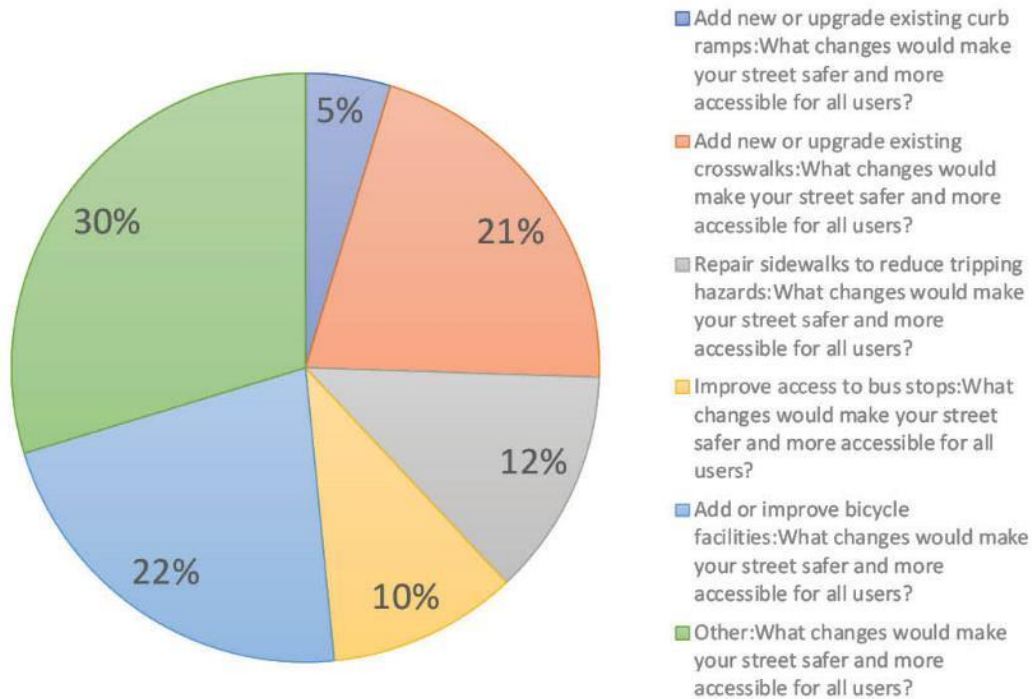
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SEMINARY RD AND SAINT STEPHENS RD, 4042 Seminary Rd	Walking	Red Light Running	Cars run the red light at Seminary and St Stephens every day	1
	Walking	Speeding	<p>Cars speed on Seminary Road. It is dangerous to walk or bike on this road, and quality of life for residents is poor.</p> <p>Note that speeding is a constant problem but this survey doesn't allow such a notation</p>	1
1308 Saint Stephens Rd	Walking	Crosswalk Issue	<p>Cars do not stop for pedestrians, bikers or cars even when the light is red. Cars constantly run the red light.</p> <p>This occurs on multiple occasions.</p>	1
4250 Seminary Rd	Walking	Speeding	Seminary Road needs a road diet to ensure the safety of walkers, bikers, residents, and vehicles. Vehicles continue to ignore the speed limits.	1
4500 Seminary Rd	Operating a Vehicle	Speeding	Drivers exceed the speed limit going east and west on Seminary Rd. between Pickett St. and N. Howard St.	1

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Repaving Survey

What changes would make your street safer and more accessible for all users?



Other

Speed bumps needed along Jordan Rd.

I wish I could check all the boxes. Speeds too fast. Biking is dangerous. Street too wide to safely cross. Seminary needs significant improvements to make it safe for everyone.

Need an additional crosswalk or stop light, or some safe way to cross Seminary between St. Stephens Road and Quaker

Much too heavy police presence

Vehicle volume, Cut through traffic

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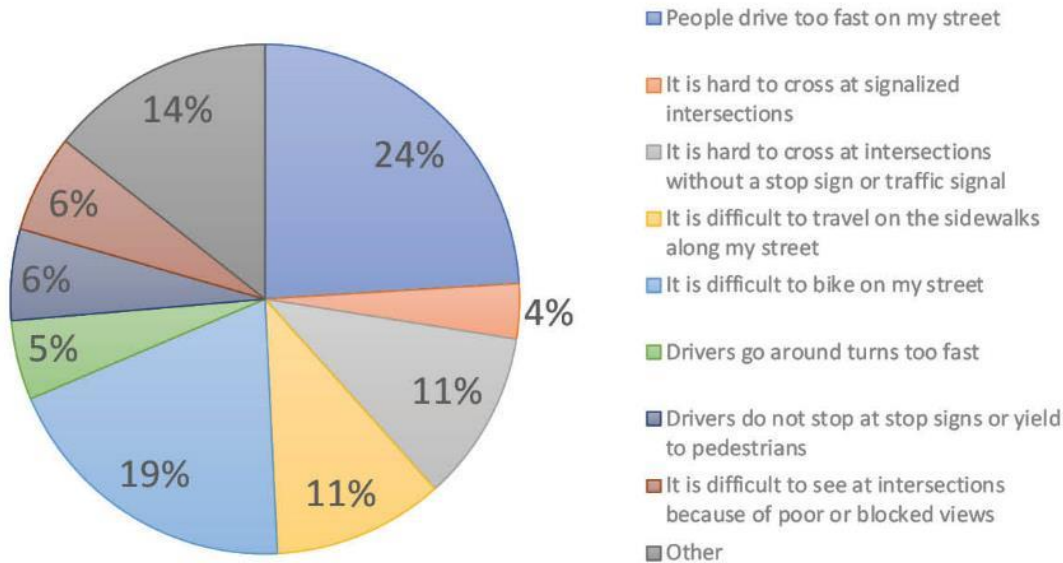
(1) The speed limit (25 mph) is stupid. Very few people actually drive that speed. And despite the fact that the new 25 mph signs also say that the speed limit is "strictly enforced," it is not. In fact it is incredibly rare to see any enforcement at all. I would recommend making the speed limit 35, and then ACTUALLY enforcing that limit. (2) Pedestrians cross Seminary Road at Kenmore Avenue (where there is no crosswalk) all the time, rather than walking the block east to Library Lane. The best solution to this problem would be to build a pedestrian underpass or overpass. One way or the other, it should not have steps, because if it has steps, people won't use it. (3) When coming eastbound on Seminary over the high overpass (the one that turns from Seminary onto southbound HOV lanes), it should be impossible to make a right turn onto southbound Kenmore Avenue. Particularly at evening rush hour, drivers use the high overpass to avoid the lights, and then stop other eastbound traffic while they wait to turn left. An easy solution would be to continue the poles that divide the lanes initially.
As a person with low vision who can no longer drive, I find it frustrating that pedestrian crosswalks at major intersections do not all have sounds to signal when it is safe to cross, and if they do, they are different. It would be nice if they all had uniform sounds.
road paving
Drivers do not follow traffic pattern at Howard/Seminary intersection (i.e., they go straight through the light at intersection when traveling in the right lane).
The street is Fort Williams Parkway. Please post speed limit signs on lower end (after Ft. Worth corner. Make Alexandria a "no speed zone" city by having speed limits at 25 and enforcing the law by having traffic enforcement out!!
The road is in bad shape and needs to be re-paved
People drive so fast on Quaker Lane that it is difficult to get out of our driveway safely.
The right turn on red from Seminary to north Jordan, drivers don't stop first. Heavy traffic during evening rush. Left turn from Seminary, even with arrow light difficult.
Any or all changes that will increase cut through traffic or change traffic patterns that currently exist; this included unnecessary crosswalks that will require stop signs or signals.
Repair and repave but do not change seminary or duke otherwise; the traffic team has worked hard but other issues like taxes or city debt. Also, bikes and bike lanes are a hazard to motorists on busy roads like seminary, bike lanes only encourage unsafe biking
speed limit too low
It is very difficult to see east bound traffic on Seminary Rd. from Ft. Williams Pky. b/c fence blocks view
I am against the proposed Calming ! When bikers obey the law and they are treated like drivers then you make the changes.
All of the above
The horrendous condition of the road, needs immediate paving. Sick of getting my front end aligned. Absolutely disgraceful
25 MPH speed limit on 4 lane road is ridiculous. Why didn't you just enforce the 35MPH?
NEVER SEE SPEED/POLICE TRAPS
NEVER SEE SPEED/POLICE TRAPS VERY ESSENTIAL TO CONTROL THE SPEEDERS
Pedestrian crossing from INOVA hospital to west bound bus stop.

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High volume and lack of turn lanes
There is no sidewalk along part of the Seminary side.
Volume of traffic is excessive.
Cut Through Traffic
None of the above are problems
Lake of bike path from Seminary Rd to the Mark Center
Drivers run red lights.
If Seminary must be 25mph, time the lights better to match that speed
Speed limit is too slow, and streets need to be repaved to eliminate pot-holes.
It is vital to keep Seminary Road four lanes
To maintain greenery, trees, open space
Mitigate eastbound traffic
Drivers departing from St Stephens & St Agnes School exit the school onto St Stephens Road without full stops and without sufficient care.

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What are your highest priority concerns along your street? (check up to 3)



Other

Enforce speed and no littering laws.

road diet - eliminate all 2x2 lane segments

Seminary Road needs a road diet, and bike lanes. At a minimum, the road lanes need to be narrower, and there needs to be a painted buffer between the sidewalk and the car lanes.

add more lights

Add stop or light at Ft. Williams Parkway / Seminary intersection, with crosswalks

Seminary is too wide for pedestrians and bicyclists to safely cross. It needs an Island or to be narrower.

Complete crosswalk on the N. side of Seminary

Reduce flow to match end streets

Change speed limit back to 35mph

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remove the "hot right " turns from Seminary onto Jordan, Kenmore, Picket/Pegram
Trim back trees/shrubs blocking intersection and sidewalk views.
REDUCE THE SPEED LIMIT TO 15 MPH ON N IVANHOE ST, CIRCLE HILL RD, AND THE NUMEROUS OTHER RESIDENTIAL STREETS WHERE 25 MPH IS AN UNSAFE SPEED.
Parking enforcement for non-residents
See above
Sidewalks consistently down both sides of the street
Keep up with repaving. High volume traffic and there are some bad areas.
Reconfigure the roadway.
Add a sidewalk on the north side of Seminary Road, from at least the bus stop on Seminary Road at Fort Williams Pkwy to at least the Post Office. I cross Seminary Road to access these two destinations.
extend sidewalk to cover length of the property of the VA Theological Seminary
Remove bushes and other obstacles that hinder views at intersections, specifically at Seminary and Greenwood Place
Sidewalks are very narrow with lots of obstacles. There is no tree belt along much of Seminary and no sidewalks alongside the Seminary
Change yield sign to stop sign.
reduce speed using passive measures such as reduced lanes from Quaker to N. Howard
repair road paving
Frequently enforce speed limit. When reduction was added last year, people initially followed new speed limit, but now people are back to speeding.
Add sidewalks along VA Theological Seminary
Reduce the amount of concrete used when putting in new sidewalk corners and median strips. Less concrete and more grass for permeable
More police presence
Have police monitor and ticket on north Jordan.
The question is bias; is there a statistical safety issue? If so, what is a no cost solution?
Widen grass space between curb and sidewalks
Traffic calming
restore 35 mph speed limit
Enforce the speed limit during Rush Hour.
Enforce speed limits
No bike lanes

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Paving the roads to get rid of pot wholes
All of the above
none, the street specifically Seminary is for cars to go and from, I am sick of accommodating bikers!!
REGULAR SPEED CONTROL/POLICE
REPAIR THE HOLES IN THE ROAD
speed bumps
Redesign privacy fence at corner of St Stephens and Seminary to allow better sight of on coming cars before moving into the intersection.
Create middle turn lane or widen road or add left turn lanes
complete the sidewalk along the Seminary side of Seminary road
more law enforcement
Road diet to include center turn lane, high visibility crosswalks, pedestrian islands and bike lanes. Speed limit should be reduced to 15 mph in front of Hammond during arrival and departure times.
Add separated bike lanes
Slower speed limits
Add dedicated bike lanes that don 't share car traffic.
I think Seminary is perfectly well accessible as it is (except for perhaps sidewalk area which is owned by church
See comment above.
Seminary Road should just be repacked but without impediments such as Center islands and cement cut outs
Enforce traffic laws
Please do not add bike lanes to Seminary Road. It will make an already slow passage even worse en route to I-395 from Seminary Ridge.

Please comment below if you would like to provide more information about a specific location:
A crosswalk is needed by bus stop at post office and Temple Beth-El.
It may be worth approaching the Seminary about purchase of land-strip along Seminary (from campus entrance down to Quaker intersection), wide enough for installation of a sidewalk. Exit ramp from 396 on east-bound Seminary is creating a bottle-neck problem and a risk for entry and exit into apartment complex immediately after the exit ramp enters onto Seminary -- people are waiting a long time to turn right across the exit ramp line of cars, and exiting cars are having to wait longer to get through this untended and unmarked (but busy) intersection. I recommend some form of alternating traffic light that regulates timing of turns and merges. In general, this entry needs significant attention to reduce accident risk.

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There needs to be a safe way to cross Seminary between St. Stephens and Quaker roads. Also, need a complete sidewalk on the north side of Seminary. I am a new mother who is often pushing a stroller to pick up my groceries at Beth El or cross the road to visit friends across from Deanery Lane. There is no complete sidewalk on the north side of Seminary. You would think that's not a big deal, I can just cross to the south side of Seminary, except there is no way to do that. To cross the street, you either have to jaywalk (a perilous feat, doubly so with a toddler in a stroller!), or go through VTS' campus all the way down to Aspinwall (a 1 mile detour) or walk all the way to St. Stephens Road, which is also a 1 mile detour. Crazy! Also, many people jog the loop around Quaker, Seminary, Howard and Braddock, which would be much safer and involve crossing fewer streets if the sidewalk were complete on the north side of Seminary Road.
Seminary Road is a major artery in the City. It is heavily used, particularly since the BRAC appeared. It had had a lot of repairs and needs repaving. That repaving SHOULD NOT be an excuse to cut the road to one lane in each direction. The backups would be huge.
Near the Post Office
There ought to be sidewalks consistently all the way down both sides of Seminary Rd. to facilitate ease of use for pedestrians. There should also be crosswalks with accompanying lights toward the top of the hill on Seminary close to Quaker; it is very dangerous to cross the street right now, not because of speeding drivers but because the hill makes visibility nearly impossible. Further, without sidewalks it's very dangerous to try to cross from one side to the other.
Would like to Seminary Rd. be like on King St. along T.C Williams. Slow the traffic down. Single lanes.
I see so many people cross Seminary at Kenmore rather than going to the Library Lane intersection to cross. It is extremely dangerous and I don't know what good solution there is other than to build an over the street cross walk or put a divider on Seminary to force pedestrians to walk a block to cross
Seminary Rd. between I-395 and Quaker Lane
1. Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to school. My grandchildren live close enough to walk 0.8 mile to Douglas MacArthur Elementary school, we need any changes you can make to enable them to cross N. Quaker Lane and Seminary Road safely.
Please add crosswalks at each street intersection on seminary. There is only one at St. Stephens then another at Quaker and Seminary. Very unsafe for pedestrians. Bike lanes and shared space is necessary please add traffic calming- reduce to one lane
The sidewalk in front of our house and leading to our neighbors house is raised in numerous spots causing our small children to trip and fall on a daily basis.
The right turn only lane on Seminary at Howard can be better marked and enforced.
Drivers regularly disregard not only posted speed limits but also the traffic light at Seminary and St Stephens. Crossing at this intersection is extremely dangerous despite increased police presence. Morning and afternoon rush hours are especially bad due to traffic to/from BRAC building.
My husband and I, both visually impaired, walk from our home on Ellicott to Fort Williams Parkway to meet our Tuesday Night Tandem group. We cross Braddock at the well-marked crosswalk on Early, which is fairly easy due to the island in the middle and the fact that traffic isn't going as fast. We walk through the Seminary and would like to cross Seminary at Ft. Williams, but there is no light or crosswalk. We must walk

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down to St. Stevens and cross there, then traverse a very narrow sidewalk with lots of obstacles up Seminary Road to reach our destination. A crosswalk with a pedestrian activated light at Ft. Williams would be very helpful. Thanks.
Seminary Road continues to be dangerous to pedestrians and bicyclists. Reduced speed limit to 25 mph is helpful but City Police cannot provide enough enforcement to ensure speeds are at speed limit, especially during AM and PM rush hour. Also, sidewalks are right against the road further reducing pedestrian safety including school children who walk to and from multiple nearby schools.
There is excessive speeding between Howard and Quaker intersections.
Many thanks to the Alexandria Police for increased traffic enforcement along North Quaker Lane and Seminary Road. When the police are not on Seminary Road, nearly all the cars travel at maximum speed, around 45-50 mph. I recommend that Seminary Road be made into a two lane road with bike lanes, a wide median strip, and no parking along that road.
When I bike on Seminary I often stick to sidewalks because the street is dangerous. In some areas, there is no sidewalk on the north side (this isn't the type of street that one can simply cross when the sidewalk ends).
On seminary road, specifically between N. Pickett and I395, there should be a dedicated right hand turn lane onto N. Pickett from Seminary Road. Additionally, the traffic merge from the new and old overpass on Seminary road (eastbound) needs to be addressed. Possibly extend the far right hand lane from Kenmore Ave to N. Pickett. There is a lot of land in front of the middle school that can be dedicated for this.
These changes will help make Alexandria more walk-able, bike-able, and help encourage use of public transportation. Also, the area right in front of one of Alexandria's two middle schools - Hammond - is unsafe for pedestrians. Bike lanes will make it possible for students and others to safely bike and will help calm traffic in this area.
I'd like to see Alexandria safer for everyone. I drive, ride a bike, and walk. Biking is by far the scariest.
Stop and/or reduce neighborhood cut through; cross walks and bike lanes are false senses of security and have proven counter productive in other US communities.
I am interested in improved crossings across seminary between Quaker lane and St Stephens's road.
It seems to me that the police enforce the speed limit on Seminary Rd and Quaker Lane during off peak hours. Perhaps they do not want to impede the traffic flow during Rush Hour, but that is the time most drivers are speeding. I would bet that most of the speeders ticketed during off peak hours are neighborhood retirees going to the market. The city should research the characteristics of the Rush Hour speeders so they can educate that community on why they should obey the speed limit.
Police enforcement is lax
-Physical modifications to Seminary Rd that achieve vehicle speeds of 25 mph or less. -Implement crossing safety improvements such as pedestrian islands where needed, for example across Seminary Rd at Ft Williams Pkwy. -Add bike lanes where feasible on Se
Re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less Â· The section of Seminary Road from I-395 to Pickett Street is UNSAFE - right in front of the Francis C Hammond Middle School. Make this area safe for people to cross the street to get to school and access bus stops. Â· Change the school speed limit in front of Francis C Hammond Middle school to 15 mph (it is currently 25 mph) Â· Eliminate the slip lane from N. Howard Street to Seminary Road for pedestrian safety Â· Move the west-bound bus stop at N. Howard Street closer to the intersection so people can more directly cross Seminary Road in a crosswalk. Â· Add Bike lanes on Seminary Road, not

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<p>just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. Â· Provide safety improvements such as pedestrian refuge islands and sidewalks where needed. For example, installing a pedestrian refuges on Seminary Road at Fort Williams Parkway and a sidewalk along this section of Seminary Road would enable safe access the bus stop on the north side of Seminary Road. Â· Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to Douglas MacArthur Elementary School.</p>
<p>Seminary Rd & Kenmore: Apt residents frequently cross the street to reach the bus stop on the north side of Seminary Rd, & the Kenmore shopping center. Extremely dangerous There used to be a high fence on the concrete median strip, but people invariably walked around it or even through it. An (expensive) pedestrian crossover bridge would make good sense at this important pedestrian location. The bus stop on the east side of Seminary, across the street from INOVA hospital, is also a hazardous area for pedestrians, who "short cut" between that bus stop and the one on the south side. This crossing area will be a difficult matter to resolve - no easy answers since moving/removing the north bus stop would create a problem for everyone.</p>
<p>I see pedestrians jay-walking all the time right before I get on I395 from Seminary Road. It is so dangerous. The section of Seminary Road from I395 to Pickett Street is a disaster waiting to happen, particularly right in front of the Francis C. Hammond Middle School. Make this area safe for people to cross the street to get to school and access bus stops.</p>
<p>CORNER OF FT WILLIAMS AND SEMINARY...HARD TO ACCESS SEMINARY FROM FT W AS TRAFFIC EXCEEDS SPEED LIMITS AT ALL TIMES OF DAY PARTICULARLY AT 3 TO 7 WOULD LIKE TO SEE SPEED TRAPS ON A REGULAR BASIS DURING THESE HOURS.</p>
<p>SEMINARY RD FROM QUAKER TO JORDAN IS A DISGRACE TO THIS BEAUTIFUL CITY...ROADS HAVE WEATHERED MANY STORMS, I UNDERSTAND...BUT PATCHING IS NOT THE ANSWER. ROAD NEEDS REPAVING COMPLETELY.</p>
<p>Corner of St Stephens and Seminary Road. Although on private property, they may be amenable to redesigning the fence. Public safety dollars could be used for a minor change.</p>
<p>Pedestrians are crossing at mid block to get to the bus stop instead of ipusing the crosswalk. Often the pedestrian is running to meet the bus.</p>
<p>-Buffered/Protected bike lanes from Quaker to Library Ln -cycletrack on north side from Library Ln to Kenmore to connect to new pedestrian bridge -Plan for protected bike intersection at Howard Rd which will be repaved in 2020, don't let the \$400k grant f</p>
<p>Please pave Seminary Road; it in terrible shape with bad patch jobs and pot holes. Please do not reduce the number of lanes to two; with the reduced speed limit and reduced lanes it will be impossible to get anywhere in the morning hours due to the increased traffic. You will never reduce the number of commuters that cut through our city every day so reducing the lanes to two would be a disaster.</p>
<p>Please make slower speed limits. 40000 Americans died in car crashes every year, more than a hundred every day! This is ridiculous and we need to treat driving a vehicle as the serious thing that it is. Make people slow down, and give them tickets when they don't</p>
<p>Adding more hazards to slow traffic is a terrible idea. Enforcement of 25 MPH is ALL that is necessary. Please, no speed bumps, etc.</p>
<p>I observe drivers failing to adequately stop at the Seminary Rd (westbound) and Kenmore Ave (southbound) intersection. Drivers usually treat the stop sign as a yield sign.</p>
<p>Seminary Road is a perfect candidate for the City's Complete Streets program. Right now, Seminary Road between Quaker Lane and the I-395 intersection is very car-centric at the expense of any other mode of transportation such as walking, running, biking or taking public transportation. Especially from the perspective of a bicyclist, there is zero infrastructure. For me personally, it may not make a difference but</p>

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the vast majority of riders will not feel safe on Seminary Road today and thus will not bike on it. However, if the City's goal is to offer effective transportation alternatives and make all users feel welcome and safe on City streets, then the City must act here and implement a Complete Streets concept that is taking into account the needs of all traffic participants, not only those driving in cars.

Additional Comments:

I mostly commute to work by bike trails, but must use city roads for errands around town. It is frankly nerve wracking. I believe I have at least one near miss every time I go out. People pass too fast and too close, blast through stop signs, turn right without looking to see if there is a cyclist in their path, or pull into bike lanes and stop, without caring or noticing that there is a cyclist about to hit their opening doors. I wish it was safer.

There is a speeding and littering problem on Jordan St., from Seminary Rd. to Howard St. It is used as a pass though from Seminary Rd. to Duke St. Solutions to these issues need to be found. I have already put in a request for speed bumps along this section.

Speed cameras.

The 2x2 lane configuration is functionally obsolete in an urban setting. It encourages unsafe speeds and lane changes and saves minimal time due to inevitable stops at intersections. Eliminate all of them city-wide and replace with a 1x1x1 (one lane each direction with a center turn lane) configuration. If you want, add bike lanes in the extra space.

Seminary Road is not at all bike friendly.

Seminary Road is dangerous, and speeding is still excessive. It needs a road diet. In addition, intersections are dangerous to cross, and it is now impossible to get out of our driveway. If a road diet is not possible, lanes need to be narrowed, and bike lanes included, or, at a minimum, a buffer painted between the sidewalk and the car lane.

Traffic is definitely going slower but there is so much traffic at certain times it is hard to turn on to Seminary or to make a left turn. More lights would help perhaps with them only turned on between time school lets out and 6:30 pm and in the morning from 7:00 am to 10:00 am

Please do NOT put in more curb "bump outs" along Seminary or any other road in Alexandria. These are very dangerous, especially at night when making turns in poorly lit areas. They are very hard to see in some locations and are accidents waiting to happen. Stop putting bike lanes in where no one uses them. While the City may say that the King Street bike lanes are a "success", all of us who live and drive this area multiple times a day know that we almost never see anyone biking up or down King Street hill. So please stop saying things will be a trial, and then use ridiculous data to say they are a success and will continue. The King Street bike lanes are a failure by any standard of usage. Please stop allowing the 25 actual bike riders in Alexandria to restrict parking or eliminate travel lanes at the expense of 99% of the population who cannot and do not bike.

I want to see bike lanes on Seminary identical to what the city did on King Street. Yes nearby residents will loudly complain but the larger Alexandria community will be happy to have safer streets accessible to everyone.

Thank you!

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Add pedestrian islands and sidewalks to enable crossings. make Seminary to Quaker Ln, three lanes (left, straight, right) with controlled right turns (stop right on red). Same Janney's to Quaker side.
Students exiting Hammond School need more supervision
I feel like I live in a police state here on Seminary Road! Please get these police cars out of our neighborhood!
Evening rush hour, drivers travelling eatbound on Seminary turn right onto Kenmore, Picket/Pegram, and especially Jordan and don't yield to pedestrians on the sidewalk crossing the street. I'm just trying to get home from the bus stop on Kenmore to my house on Ivanhoe. Treacherous!
No current concerns
The so-called "complete streets" idea is ridiculous. People are not riding bikes with any consistency. There are 24,000 more cars in Alexandria this year than 10 years ago. People ARE NOT getting out of their automobiles. These cars must be accommodated or face traffic backups on an NYC scale. In other words, fix it but don't mess with Seminary Road.
Please don't put bike lanes on Seminary Road and please improve attempts to stop speeding.
ABOVE IS AN EASY, EFFECTIVE SOLUTION, CITY DOESN'T GET IT. UNACCEPTABLE. PLEASE GET A GRIP AND DO THE RIGHT THING.
More police enforcement.
The speed limit was reduced, but despite the fact that signs are posted that it is strictly enforced, it never is. I have never seen police monitoring that road or pulling anyone over for speeding. People continue to go 35 mph. In Other areas, they have speed cameras that will not only take a picture of the license plate, but also of the driver. If speed cameras were placed along Seminary Road, this could bring a lot of revenue to the city and slow drivers down. People driving over the 395 top bridge towards Alexandria should not be allowed to turn right onto Kenmore Avenue which they have to do from the second lane. Every day there are numerous near accidents. Turning right onto Kenmore should only be allowed from the lower bridge which automatically places the driver into the right lane. A barrier should be placed along Seminary so that no right turn will be made from that second lamp. There are no good areas for bicycles to bike along Seminary.
Something like what was done on King St. at TC Williams needs to be done on Seminary Rd.
1. I am strongly in favor of a road diet on Seminary Road. Three of my grand- children walk and bike to our home on Fort Williams Parkway from their home off of N. Howard Street, north of Seminary Road. 2. Add Bike lanes on Seminary Road, not just for children and other people who bike, but for calming traffic and making it safer and more pleasant to walk along Seminary Road. 3. Eliminate the slip lane at Howard and Seminary Road; 4. My family and I use the Fort Williams Bus stop for the DASH AT2 bus on Seminary Road. Please provide crossing safety improvements there so we can more safely access the bus stop. 5. Re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less 6. The section of Seminary Road from I395 to Pickett Street is a disaster waiting to happen - right in front of the FCH Middle School. Please make this area safe for people to cross the street to get to school and access bus stop. 7. Please change the school speed limit in front of FCH Middle school to 15 mph (it is currently 25 mph)
I am a teacher at St. Stephen's & St. Agnes School and I bike to work. It feels very unsafe on Seminary between Howard (the hospital) and Quaker Lane.

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<p>Please extend the sidewalk on Seminary Rd. on the side with the Seminary. It ends abruptly and people wind up having to walk in the street or having to cross and there is a hill with cars that come down unexpectedly (no visual to other side of hill) and it is so dangerous to pedestrians. There is a sidewalk on the other side, but for the amount of traffic - runners, walkers, bicyclists who don't feel safe on the road - it really presents a challenge.</p>
<p>Despite living across North Pickett from Hammond, traffic speeds continue to be excessive. Cars tend not to slow down eastbound until they hit N. Jordan. Westbound they pick up speed beginning at N. Jordan, trying to beat traffic signals. Also, many non Va plates, indicating passthru traffic. Probably unrealistic, but suggest toll for non Alexandria residents, except first responders, taxis, public transport. Could be revenue stream and would free up access to Inova for first responders.</p>
<p>Frequently, drivers not only exceed the posted speed limit but do so at MUCH higher than the posted speed limit. Frequently, drivers run through traffic lights at the St. Stevens Road and Howard Street intersections.</p>
<p>Seminary Road and Quaker Lane are used as cut-through streets from BRAC to the beltway and speed limits and lights are regularly ignored. Consider traffic-calming measures (speed humps, traffic circles, etc) to slow traffic and make these streets less desirable commuter shortcuts.</p>
<p>Not related to the above, we would really appreciate an audible traffic signal at King and Wakefield/Dearing. Thanks. (I can't remember if I completed this survey before. If so, sorry for the duplication.)</p>
<p>I am referring to the corner of Seminary Road and N Howard Street. There is a turning lane that currently has a yield sign, I am asking for it to be changed to a stop sign. I live at the corner of Seminary Road, when I or my wife try to pull out of my driveway the traffic coming from N Howard is going so fast around the corner that we have had some very close calls.</p>
<p>I am very concerned about the "visual pollution" that the city is creating in neighborhoods. There is too much paint on the streets, too many unnecessary signs, and too much concrete being looted. Let's plant trees, add grass instead of concrete, remove some of the concrete medians that encourage "hot turns" and speeding and widen them and plant trees and bushes instead. Let's work to make Alexandria a "green" city with more permeable land and an expanded tree canopy. Let's make Alexandria a "no speeding city." Falls Church is a good example of a city setting speed limits and enforcing them!</p>
<p>Seminary Rd. badly needs repaving between 395 and Quaker. It is bumpy and uneven.</p>
<p>No more bike lanes!!!</p>
<p>Protected bike lanes, please. Sidepaths and sharrows suck.</p>
<p>I am very appreciative of the 25 MPH speed limit but people still drive so quickly that we have issues crossing the street and it is still very hard to get out of our driveway without having to "gun" my engine to get out without another car on my back end.</p>
<p>I hope that the repaving is done in entirety and not in pieces as done on previous sections of Seminary Road. The whole street should be repaved all at once. I would like to see wider sidewalks and a dedicated bike lane. The sidewalks are old, uneven, and often puddle when it rains. Incorporating a storm water planter between the street and sidewalk wherever possible would be welcomed by the community. Covered bus stops, specifically the highly used ones near 395 would be beneficial. Lastly, aesthetics, such as poled stoplights (as opposed to wires), landscaping, and bricked crosswalks would be beneficial to the health of this area.</p>

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High city taxes, debt, and population density are priorities that must be addressed rather than expensive traffic proposals. Asking about additional crosswalks on Seminary (or any road) without mentioning associated vehicle stoppage can be misleading. Crosswalks exist at appropriate locations on Seminary from 395 to Quaker, walking to crosswalks or finding other bus routes to avoid road crossing already exist, most proponents have personal convince issues more than actual safety concerns.
Reduce population density, stop approving new housing of any kind, stop increasing city spending and taxes, sustain "real" green space to make Alex the desired place to live in future metro area.
Poor stoplight timing contributes to traffic backup, even outside of rush hour. Is it possible to sync up the lights that run between 395 and N Jordan St?
We've made some progress in making Seminary and Quaker Lane safer by reducing the speed limit but there's still much work for the City of Alexandria to do when it comes to speed, safe crossing areas and volume of commuter traffic.
Too much cut-through traffic from MD drivers to get to the Mark Center. Often those are the cars that are speeding and making it less safe.
Keep the traffic moving. Do not narrow Seminary Road with bike lanes, crossings, bump outs.
No medians or islands. Just enforce the damn speed limit
I have lived here all my life right off of Seminary Rd. All I can say is this city has really gone to !!! By making all of these bike lanes in old town and King street you have made the roads unsafe for bikers and drivers ! When the bikers start obeying the law then we can talk . The bikers fell as if the own the road! Give an inch and they have taken miles of our roads ! They Run stop signs and lights. Turn because they feel they have the right away ! They don't ! The bike lanes have been established to create a safer environment but they have failed ! There are several intersections that there is more room for bikers then for cars! The biker and pedestrian insidents have increased ! When bikers stop passing cars on the right side while cars are clearly in the right away and pedestrians stop and pick their heads out of their phones ! Stop blaming Cars. Believe me I'm not the only one that feels this way ! I tried to make my feelings know at a meeting and was very quickly shut up ! Where were all these people when What really caused this problem was built right under our noses! 75% of those that speeds on Seminary are from Maryland !! Are you gong to stop Marylanders from driving on our roads next ! I have even heard the police complaining about speed limit on Quaker ! People are complaining they can't cross Seminary ! Isnt crossing the street other than at a cross walk j walking ? Isn't that breaking the law! That's why we have lights. For every complaint by Dan and his group I can follow with a question! Put our tax dollars to better use than spending it on bike lanes traffic calming surveys ! Spend it on our schools, our teachers, our police officers to patrol our street ! Sorry to rant but you need to understand that not everyone agrees with Dan and for some reason no one will or can stand up to him! You have given him to much power!
Thank you for your diligent efforts in gathering public feedback. Hope this initiative results in a safer and more sustainable community.

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<p>This is my second survey. I forgot to add these the first time. 1. I would like the east bound curb lane to be Right Turn Only from Hammond M.S. to N. Howard St. 2. In front of Hammond M.S. I would like to see the lanes narrowed and a narrow median with trees installed. This would be much better than paint on the road and it would give drivers the idea that this is a residential neighborhood. This has been done in Arlington and Falls Church. I am happy to take people on a field trip if that would help. 3. I want more grass and trees along the entire length of Seminary Rd. from I-395 to Quaker Lane. Right now it is a 'concrete pit'. 4. I am also requesting a pedestrian crossing midway between the light at St. Stephens and the light at N. Howard St. There is a great distance between these two crossing locations.</p>
<p>DO NOT add bike lanes to Seminary, these people do not follow the rules, they ride through stop signs and ride in the main lanes without any thought of the vehicles. I am a tax payer and I pay for these roads, I do not appreciate the total disregard bikers have for cars. You have ruined old town alexandria and now you want to inconvenience us who need Seminary road for driving!! Also kids do not bike to school especially elementary kids, stop thinking its safe for them to do that when in fact it is not. If a car should hit a biker guess who is responsible for the accident? the car not the stupid biker. Seminary is a busy road not intended for casual bikers, this city council has lost its mind to think it should be for bikers. And as for the bus stops, we have them and do not need anymore. The road from Pickett to 395, maybe if you give driving lessons to the idiots who can't drive and ban cell phone use it might be safer. I've been here 16yrs and have never had a problem. As for Hammond, too many people living in this city and everyone needs a car, should have thought about the impact the Army bldg would have had on traffic before you allowed it to be built. As always this city sucks and gives no consideration to the tax payers and who actually pays for these unnecessary changes.</p>
<p>Please consider adding bike lanes where feasible on Seminary Road, not just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. My children attend SSSAS and I would like for them to be able to safely walk and bike to the Upper School and Middle School Campuses. Currently it is far too dangerous.</p>
<p>LOCALS SEEM TO OBEY THE 25 MPH...BUT OTHERS DO NOT</p>
<p>I live on Woodbine Street</p>
<p>Cars on Seminary often miss the traffic light, causing near accidents. Potentially dangerous for pedestrians. Ironically speeding on Seminary Road is often during non rush hour times</p>
<p>Possibly move the bus stop closer to Howard or put up flashing pedestrian lights at mid block crossing. Pedestrian, workers at the hospital, are using the most direct approach to the bus stop.</p>
<p>DO NOT: 1) reduce the space for automobiles or 2) put in bike lanes or 3) speed bumps. The results would be disastrous. "Complete streets" can be complete nonsense and would be in any changes to Seminary Road.</p>
<p>My comments are on Seminary Rd, but WEST - between 395 and George Mason. This section of Seminary is heavily traveled, esp. during rush hour. At the intersection with Echols, heading West, there is ALWAYS backup and has been numerous accidents b/c of left turning traffic. Other left turns - into NVCC, Filmore, and Fairbanks cause incredible backups to the thru traffic. Suggest either widening this road, or adding more left turn lanes or add a center turn lane to avoid these backups. Since new BRAC building and expansion of Beauregard / Seminary intersection its actually gotten worse!</p>

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Someone on the sidewalk on Seminary side of Seminary Road has no choice but to walk in the street or try to cross the street with no crosswalks and very fast traffic coming around curves where the sidewalk disappears.
The conversion of Janney's Lane in the "Complete Streets" style is a success and should be extended to Seminary Road from Quaker Lane to North Howard (Alexandria Hospital). Because the road surface on this stretch is badly pockmarked, it is a good time to do the work, making this stretch of Seminary one lane each way with room for bicycles and pedestrians. This will slow traffic and persuade GPS map users to take alternatives, benefitting not only the people who live between Quaker and the hospital but also those who live along the busier stretch between the hospital and I_395.
DO NOT put a crosswalk at Ft Williams and Seminary Road; the large majority of residents do not want this Invitation to cut through traffic on Ft Williams. Crosswalks at traffic lights exist within 2 blocks already. No need for another as with the crosswalk a light must be installed or no one will stop. NO LIGHTS NO CROSSWALKS at the intersection of Ft Williams and Seminary When will TES have an ENGAGED communications session with residents. I will set up the meeting.
re-engineer Seminary Road to achieve vehicle speeds of 25 mph or less Change the school speed limit in front of FCH Middle school to 15 mph (it is currently 25 mph) The section of Seminary Road from I395 to Pickett Street is UNSAFE - right in front of the FCH Middle School. Make this area safe for people to cross the street to get to school and access bus stops. Eliminate the slip lane from N. Howard Street to Seminary Road for pedestrian safety Move the west-bound bus stop at N. Howard Street closer to the intersection so people can more directly cross Seminary Road in a crosswalk. Add Bike lanes on Seminary Road, not just for people who bike, but for calming traffic and making it safer and more pleasant to walk along and across Seminary Road. Provide crossing safety improvements such as pedestrian refuge islands where needed, for example across Seminary Road at Fort Williams Parkway to enable safe crossing access to both the Post Office and the bus stop on the north side of Seminary Road. Make the intersection at N. Quaker Lane and Seminary Road safe for school children west of N. Quaker Lane to walk and bike to Douglas MacArthur and/or Bishop Ireton Schools.
Seminary is an important part of the bicycle network and adding bike lanes on Seminary provide the connection to the bike and pedestrian bridge over 395, connection to the bike lanes on Kenmore and Janey's and future bike infrastructure on Pickett, Jordan, Howard and Quaker. Missing sidewalks on Seminary should also be addressed with this project.
Adding bike lanes on Seminary road will make it more difficult to access Seminary Road from several side streets. Bike travel on Seminary Road should not be encouraged by the addition of protected bike lanes. Traffic on Seminary Road has already been slowed to 25 mph and adding bike lanes will make an already slow commute even slower. .
Road diet is a no brainer between Quaker and Howard. However, about 1/3 of traffic leaves Seminary at Gordon St so a road diet is feasible between Gordon and Howard. Furthermore, extending the road diet from Gordon to Library Ln is possible by creating one westbound lane and two eastbound lanes (one in place of a left turn lane) because two eastbound lanes will carry traffic without delay to major split at Gordon St. Two westbound lanes are unnecessary because Gordon St is signalized and splits traffic volume anyways. There is never enough traffic for two lanes there because cars are either going westbound on Seminary from Quaker & Howard while Gordon St gets red light.
Reduce auto speeds. Add crosswalks and improvements for walkers. Add bike lanes.

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In order to enhance safety of Seminary Road, install separated (not painted - but physical) bike lanes in both directions. This will serve to calm traffic by making the street narrower and allow cyclists to commute safely. Also, install lead pedestrian crossings at stoplights (all lights red and pedestrians go first) and install more pedestrian crossings with lights/signage at areas without traffic lights.
Adding a bicycle lane is a hazard. Please do not add more hazards that will create more congestion as traffic cannot pass efficiently. More congestion will cause more back up in front of my home making it difficult to get out of my drive way onto Seminary Road.
Please establish a bike path from the end of Janney's Lane on Seminary Rd to the Mark Center
There is a lot of police presence but when they're not there, people speed excessively on seminary. It's really hard to turn left onto seminary road from fort Williams parkway.
Suggest moving to a two way street for cars, two way dedicated bike lanes with a center turn lane. I think it highly dangerous to have bike lanes. I have seen countless parents' bikes pulling child bike trailers up the road luckily not be run over by distracted drivers. Currently there is no way at all for bikes, and I see many bikes trying to negotiate side walks. As goes car traffic: single lanes in either direction with a dedicated center turn lane will limit the abrupt and risky pull out tactics of drivers caught behind drivers making a left turn. And traffic is lite enough the handle single lane traffic.
I do NOT want to see Seminary lane turned into one lane each way. There is absolutely no need for this
Seminary Road needs to handle traffic efficiently. Any reduction from 2-lanes each way to 1 lane will significantly increase traffic congestion. Special concerns must be considered for moving large number of vehicles from/to St Stephen's school onto Seminary Rd.
There is a fire station and a hospital on Seminary Road. Dropping it down to one lane in each direction is a totally irresponsible idea. Given the amount of traffic this road carries, it would make it very difficult to drive in or out of the Seminary Ridge neighborhood. Please consider the future consequences if such an action as narrowing Seminary Road would have on the quality of life of residents.
We have too little police presence. Especially during the AM and PM hours when Maryland commuters take short cuts through our neighborhood. The City is too concerned with BS items like bike lanes and "complete streets" and not concerned enough about the real issues, commuters, lack of traffic enforcement. The City is too involved in social engineering and not enough on practical problem solving.
I am concerned that the changes might involve cutting down trees (for example, to put in more sidewalks). There is a presumption that the current condition is "bad". I don't see a big problem on Seminary. The speed limit has already been cut to 25 (I think 30 would have made more sense). I like the greenery and open space provided by the Seminary grounds. I even saw a wild turkey there last year! Immanuel on the Hill provides a nice place to wait for buses. And I love the little Post Office and don't want it messed with.
You should expect the same old resistance language that you have heard on every other project: Nobody bikes here Nobody takes the bus Nobody walks here Pedestrians who were involved in crashes were to blame themselves There's so much traffic/congestion, move traffic it faster Traffic will divert into neighborhood streets if Seminary is a Complete Street. Don't fall for those self-serving platitudes.

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Eastbound traffic from Fort Williams Pkwy to Quaker often backs up tremendously because of the dedicated left turn lane. I believe it would be possible to expand that intersection to 3 lanes eastbound, from Ft. Willaims to Quaker. One lane would be for right turns, one for left turns, and the other for straight ahead traffic. The westbound lane, from Quaker to Fort Williams, would then be single lane and then expand to the current two lanes. I travel this way frequently and rarely see westbound traffic backed up.

Please do not add bike lanes to Seminary Road. It will make analready slow passage even worse en route to I-395 from Seminary Ridge.

Seminary Hill Civic Association

Below is a summary of comments offered by Darren Buck (T&ES staff) at the May 10, 2018 Seminary Hill Civic Association meeting:

Interim goals of the Seminary Road Complete Streets project are to:

- Improve safety and accessibility for all users
- Improve facilities for people who walk, bike, ride transit or drive cars
- Implement previously adopted plans, policies, and study recommendations

Seminary complete streets design consultation

- Seminary Road is being repaved in fiscal year 2019
- Also, the City has a grant to do some new curblines, ramps, other concrete work at Seminary and Howard intersection
- The purpose of this outreach is to check in with community on potential safety improvements that we can do along with repaving

Seminary has been identified in a number of plans and community outreach exercises:

- Vision Zero, many issues identified for this corridor, and Seminary Road was identified as one of five high-crash corridors for particular focus
- Ped bike master plan, examined as one of six pedestrian safety case study areas
- Central Alexandria Traffic Study, looking at local vs regional traffic

Insurance Institute of Highway Safety says pedestrian fatalities are up 46% since 2009. Much of that increase has been seen:

- Arterial roads, up 67%
- Urban areas, up 54%
- Away from intersections, up 50%
- Dark conditions, up 56%

While Seminary Road has not experienced a fatality of a pedestrian, it meets many of those criteria.

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A selection of what we've heard so far (unscientific and incomplete summary), through an online feedback form, and previous outreach through Vision Zero and ped/bike plans –

- Speeding
- The sidewalk gap adjacent to the seminary campus
- Lack of safe crossings, such as from Zabriskie to the seminary, at bus stops
- Road condition itself (which is getting a full repaving)

What we'll be doing:

Walkaround this coming Saturday (May 12) at Noon, meeting at two places (N Jordan , and Quaker)

- Anyone can join us, taking more comments, learning what safety and other issues are
- Date location TBD, but end of may or early June, we'll do a public open house meeting to discuss in more detail things we've heard, have a bit more data to show, and take more input
- We will continue to have some sort of online feedback form up, either via the repaving survey that hopefully you've seen, or other webpage.
- After that, we'll come up with some proposed ideas, and more opportunities to discuss those ideas with you, through the summer

Q&A (This list of questions and answers is likely incomplete, as it is based on recollection)

How will this project coordinate with the Central Alexandria Traffic Study?

- CATS looked at *reducing cut-through traffic volume* as the top priority, both overall via regional efforts and on local neighborhood streets with measures such as rush hour access restrictions. CATS also looked at *individual safety measures such as crosswalks and speed humps on local streets*.
- Seminary Road was scheduled for re-paving and hence potential safety issues were not included as a Task Force action item since the amount of public engagement and detailed-level design that the City wanted to conduct was more extensive than the CATS engagement efforts
- This study will focus primarily on safety, and while any outcome of this study will be consistent with the CATS recommendations, community input is required.

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Can we implement higher (\$200) fine for residential areas?

- Changing speeding fines is something that the City can look at broadly, but would likely require a change to the City code.
- Enforcement generally is only effective with ongoing effort, and the police resources to provide ongoing speed and safety enforcement to particular streets may not always be possible.

Why is this study ending at N Jordan Street? Safety problems exist all the way to I-395.

- This boundary was originally chosen due to roadway character changing around N Jordan Street
- Subsequent to this meeting, City staff agreed to extend the study to N Kenmore Street (the limit of the planned repaving, just east of the I-395 interchange).

I am blind, and have trouble navigating this corridor, due to the large sidewalk gap, and the long gap in safe crossings between the traffic signals. Will this project look at filling the sidewalk gap, and providing better safer accessible crossing opportunities?

- Filling the sidewalk gap is difficult, for engineering reasons and because of property ownership. A new permanent sidewalk is unlikely to be implemented along with repaving. However, opportunities for interim measures for pedestrians will be explored, as will coming up with a path forward for a continuous sidewalk.
- We will also look for opportunities to provide safer crossing opportunities throughout the corridor.

What has the feedback been from residents around the King Street project?

- We have received a number of positive comments about the King Street (Janney's Lane to Kenwood Drive) project, with particular praise for the new pedestrian crossings.
- Issues were identified after implementation with traffic queuing at one or two intersections, and signal timing changes implemented to help mitigate.

How will the City define success for this project?

Phase 1 - Public Comment Summary



- Safety is our number one goal. Reducing crashes, and providing a safer street for all modes of travel are the overarching goals, while remaining consistent with neighborhood recommendations from the CATS study.
- In a subsequent public meeting, draft project goals were presented for community reaction.

Phase 1 - Public Comment Summary



Community walkabout

Seminary Road Community Comments		
Comments		Category
1	Long wait times to cross	pedestrian
2	Traffic signal timers are off, not enough time given to cross	pedestrian
3	Crossing guards needed during school hours	pedestrian
4	Improve crosswalks	pedestrian
5	Confusing audible at intersections	pedestrian
6	Install bike lanes	bicycle
7	No turn on red restrictions	automobile
8	Wider streets	streetscape
9	Speeding	speed/speed limit
10	Too hard/dangerous to turn into cross streets	automobile
11	Reduce cut-through traffic	general
12	No bike lanes	bicycle
13	Puddling on sidewalks.	streetscape
14	Reducing Lane capacity would increase congestion and cut through from arterial to residential streets.	streetscape
15	Curb radii are not even	streetscape
16	Reduction of visibility is caused by residential fences in front of homes.	general/streetscape
17	Guy-wires are dangerous	streetscape
18	No new traffic signals at Ft Williams Parkway	automobile

Phase 1 - Public Comment Summary

19	Bus stops are not used often	pedestrian
20	Uneven sidewalk in front of churches	streetscape
21	Buffer from sidewalk to street is too narrow/nonexistent	streetscape
22	Obstructions (utility poles and boxes) on sidewalks.	streetscape
23	Speed cushions needed	streetscape
27	Drivers not complying with right turn only lane restrictions.	driver behavior
31	Install Leading Pedestrian Intervals	pedestrian
32	DO NOT add a dedicated through lane as it will exacerbate traffic in Clover College Park	general
33	Must reduce I-395 traffic	general
34	Drivers roll through stop line to gain more visibility	driver behavior
Seminary Road Community Comments		
N Quaker		
Comments		Category
1	Long wait times to cross Seminary	pedestrian
2	Traffic signal timers are off, not enough time to cross	pedestrian
3	Crossing guards needed during school hours	pedestrian
4	Improve crosswalks	pedestrian
5	Confusing audible at intersections	pedestrian
6	More Bike Lanes	bicycle
7	No turn on Red	automobile
8	Wider streets	streetscape
9	Speeding	speed/speed limit
10	Too hard to turn into the churches across traffic and down the hill.	automobile
11	Reduce cut-through traffic with low-cost measures	general

Phase 1 - Public Comment Summary

12	No bike lanes	bicycle
13	Puddling on sidewalks.	streetscape
14	Reducing Lane capacity would increase congestion and cut through from arterial to residential streets.	streetscape
15	Curb radius is not even	streetscape
16	Reduction of visibility is caused by residential fences in front of homes.	general/streetscape
17	Guide or Guard wiring is dangerous	streetscape
18	Signal Light across from 3737 Seminary	automobile
19	Bus stops are not used often	pedestrian
20	Uneven sidewalk in front of churches	streetscape
21	Buffer from sidewalk to street is too narrow.	streetscape
22	Obstructions (utility poles and boxes) on sidewalks.	streetscape
23	More speed cushions	streetscape
24	Add more greenscape and buffer for sidewalks	streetscape
25	the beg button triggers an all stop phase	pedestrian
26	Re-allocate some of the cut-through traffic to more frequent walk intervals and longer crossing times.	streetscape
27	Safety issue with drivers making a left turn onto Seminary Rd. from the right turn only lane.	driver behavior
29	Driver driving straight in the right turn only lane at N. Howard St.	driver behavior
30	Truck Traffic on N. Jordan	general
31	Install Leading Pedestrian Intervals and No Turn on Red	speed/streetscape
32	DO NOT add a dedicated through lane as it will exacerbate traffic in Clover College Park	general
33	Must reduce 1-395 traffic	general

Zabriskie Lane

Comments		Category
1	Need a dedicated turn lane from West Seminary Rd	streetscape

Phase 1 - Public Comment Summary

2	Unsafe to cross streets	streetscape
3	Need crosswalk near school zone	streetscape
4	difficulty entering and exiting churches and schools	streetscape
5	bus stop usage should be reevaluated	general
6	need sidewalk, uneven sidewalks	general/streetscape

Fort Williams

Comments		Category
1	Need crossramps or sidewalks on north side	streetscape
2	Crossings are too long	streetscape
3	Drivers roll through stop line to gain more visibility	streetscape/general
4	Speeding	general
5	bus stop usage should be reevaluated	general
6	Reduction of visibility is caused by residential fences in front of homes.	general
7	Representative of Temple should weigh in on modifications	general
8	NO crosswalk at Ft williams, prefer mid-roadway crosswalk is safer	streetscape
9	NO lane reduction	general
10	bike lanes premature, need more cyclist required education and/or registration	general
11	wider sidewalks, uneven	streetscape/sidewalks
12	larger fines for speeders	enforcement

Temple Beth El

Comments		Category
1	reduce speed 25-30	speed
2	unsafe crossing of four lanes of traffic	streetscape
3	crosswalk with ped signal	pedestrian

Phase 1 - Public Comment Summary

4	mid-block bus stops	pedestrian/general
5	fix sidewalks, and complete sidewalks	streetscape

Howard

Comments		Category
1	Pedestrians cross street without using crosswalks	pedestrian
2	Vehicle speeds are too high	speed
3	Sidewalks too narrow	streetscape
4	Buses have to cross two lanes of traffic to continue on routes	automobile
5	Need buffer between sidewalk and street	streetscape

St. Stephens

Comments		Category
1	Need crossramps or sidewalks on north side	streetscape/pedestrian
2	Crossings are too long	streetscape/pedestrian
3	Drivers roll through stop line to gain more visibility	driver behavior/general
4	Speeding	speed
5	bus stop usage should be reevaluated	general
7	Representative of Temple should weigh in on modifications	general
8	Crosswalks and cross guards for school	general
9	Drivers running red lights (enforcement)	enforcement

North Jordan		Category
More bike lanes		bicycle
Buses go over corner		pedestrian
No cross button		pedestrian/streetscape

Phase 1 - Public Comment Summary

Improve crosswalks	streetscape/
Cars making u turns on Jordan after turning right from seminary onto jordan	pedestrian
Speeding	bicycle
NO more bike lanes	bicycle
Puddling on sidewalks.	streetscape
Truck Traffic on N. Jordan	general
Install Leading Pedestrian Intervals and No Turn on Red	speed/streetscape
Reduce traffic	general
distance between the light at N. howard and St. Stephens to too long	streetscape
Too much cut through	streetscape
Right turn only at curb lanes with NO right on reds	streetscape

Phase 1 - Public Comment Summary



Public Meeting

Activity- Edits to Objectives

ACTIVITY- Draft Objectives



Use the markers to edit these draft objectives

The objectives of the project are to:

- » Eliminate serious injuries and fatalities on the corridor
- » Improve safety and accessibility for all roadway users by upgrading curb ramps and sidewalks
- » Provide continuous, safe, and comfortable places for people to walk
- » Introduce safer pedestrian crossings for residents, transit users, and all others walking the corridor
 - Without placing a traffic stop at Fort Williams Parkway
- » Where excess roadway capacity exists, identify ways to meet the goals set forth in the Pedestrian and Bicycle Master Plan, Vision Zero Plan, Transportation Master Plan, Environmental Action Plan, and the Central Alexandria Traffic Study
- » Serve vehicle traffic with a roadway design that minimizes delay at intersections, and encourages speed limit compliance
- » Others:

Activity- Facility Types

ACTIVITY- Facility Types: Pedestrian Crossings

Place a dot next to the facilities you would like to see as part of the design

Signals and Signs



Pedestrian Hybrid Beacon

N Van Dorn

Like: 9

Dislike: 8



Pedestrian Flashing Beacon

King Street

Like: 23

Dislike: 7



Pedestrian Visibility Signs

King Street

Like: 13

Dislike: 6

Crossing Amenities



Refuge Islands with Plantings

N Van Dorn

Like: 14

Dislike: 11



Center Refuge Islands

King Street

Like: 12

Dislike: 14



No Refuge Islands

King Street

Like: 3

Dislike: 14

Phase 1 - Public Comment Summary

ACTIVITY- Facility Types: **Non-Auto Facilities**

Place a dot next to the facilities you would like to see as part of the design

Bike Facilities



Buffered Bike Lanes
King Street

Like: 12

Dislike: 11



Protected Bike Lane
Army Navy Drive, Arlington

Like: 14

Dislike: 9



Shared Use Path
Eisenhower Avenue

Like: 5

Dislike: 10

Pedestrian Facilities



Buffered Sidewalk
King Street

Like: 11

Dislike: 6



Unbuffered Sidewalk
Army Navy Drive, Arlington

Like: 1

Dislike: 11



Wide Buffered Sidewalk
King Street

Like: 14

Dislike: 6



Phase 1 - Public Comment Summary

ACTIVITY- Facility Types: **Roadway Design**

Place a dot next to the facilities you would like to see as part of the design

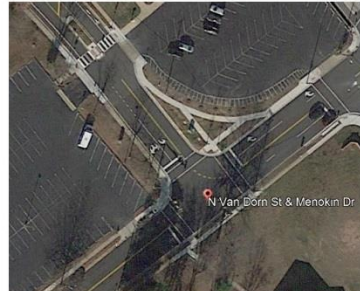


**Repurpose Slip Lane for Safe
Bike Turning**

Van Dorn and Braddock Road

Like: 12

Dislike: 7



**Repurpose Slip Lane for
Open Space**

Van Dorn and Menokin Dr

Like: 9

Dislike: 6



**Center Two Way Left Turn
Lane**

King Street

Like: 9

Dislike: 7



**Center Two Way Left Turn
Space with Plantings**

Hillwood Ave, Falls Church

Like: 16

Dislike: 10



No Change

Seminary and Howard

Like: 5

Dislike: 6



No Center Turn Space

Seminary Rd

Like: 3

Dislike: 12

[illegible]

Phase 1 - Public Comment Summary



ID	Comment
	Entrance to parking lot to medical building causes backup. Should be relocated
	Kenmore medical building hard to access by pedestrians and bicyclists.

Phase 1 - Public Comment Summary

Better bike connection to pedestrian bridge over 395.
Prevent right turns from bridge lanes onto Kenmore Ave
When will west of 395 be considered part of the project?
Prevent pedestrian crossing (or install ped over or underpass) at Kenmore.
Make these crosswalks (Library and Seminary) the safest in the city students cross here and cars speed to kill.
Make these the safest crosswalks in the city. Kids are crossing the equivalent of a highway.
15 MPH speed limit during school arrival and departure.
Utility poles, hydrant, narrow sidewalk near Pickett intersection (Pickett and Seminary Rd).
Difficult to back out of driveways along Seminary road
Vegetation is overgrown and blocks
Need speed cushions on Jordon.
Update sidewalk ramps to be ADA compliant where reasonable
Right turn slip lane onto Howard from EB Seminary
Need countdown signal on BOTH sides
Need overhead sign towards Braddock
Hedges are often overgrown into sidewalk envelope (Seminary and N Howard).
Need additional pedestrian between Howard and St. Stephens to accommodate crossing.
Who takes care of vegetation?
Speeding issues here
Private fence blocks sight line to west
Needs wider sidewalks
Need a crosswalk between Fort Williams and Beth El for safe crossing
Driver made right turn onto Ft. Williams on inside lane at Seminary
Difficult to make left from Ft. Williams to Seminary.
Cut through from Seminary to Fort Williams needs to be curtailed
Crosswalk at bus stops not at Ft Williams
Need climbing lanes for bikes due to narrow travel lane and limited sight distance at curve
Concerns walking along Seminary (speeding and no buffer from Quaker to St. Stephens
Large Number of elementary students to the west- not safe to cross at intersection to MacArthur

Phase 1 - Public Comment Summary

General Map Comments
I am strongly opposed to narrowing the road to 2 lanes. How will ambulances and fire trucks get through?
No designated bike lanes on seminary, maintain 2 lanes each way on Seminary
Improve beauty along entire length of Seminary Road to reduce speeding
Enforce speed limit. I never see it being enforced despite the “strictly enforced” signs
Please be mindful of the quality of life of folks who live here! If traffic is suppressed we will be held captive in our homes!!
Synchronize lights
Speeding a problem every day along Seminary
Want the sidewalk to be separated from the road by width of a bike lane, buffer needed the entire length
Want median strip the entire length, planted to filter stormwater and add tree canopy like on Ft. Williams Dr
Median down the center would help with less paint on the pavement
Provide some kind of accommodations for bicyclists on Seminary Road

Activity- Comment Form

Comments
Work with local property owners on Seminary Road.
No designated bike lanes on Seminary.
Maintain 2 lanes each way on Seminary.
We Want Seminary Road to be 4 lanes. You must consider the volume of traffic that comes off Quaker to 95 and the reverse. This is not the same as traffic on Janney’s Lane.
Do not place a crosswalk at the intersection of Seminary and Ft. Williams; Too many instance of near misses with cars and bikes when crossing at an intersection; make the crosswalk further east , near the bus stops.
Once a concept group has reached the point of presenting PLEASE reach out to the community once again.
Seminary Ridge Civic Association would greatly appreciate using a TES representative meet with our neighbors.
I'm a biker and would rather be on the street. Cars move way-way too fast and are texting...- aint gonna work for cyclists.
Looking forward to similar review west of 395. Thank you!
Sidewalks on norther side near Howard are often overgrown with bushes jutting into sidewalk envelope. Properties between Howard and Pickett on northern side have overgrown vegetation.
Sidewalk on other side near Pickett is particularly obstructed by utility poles, a fire hydrant, and lots of curb cuts.
Hard to get from Seminary campus to bus stops on eastbound side during peak traffic hours.

Q&A from public meeting

What did similar work do to King Street? TREDs data and map shows that Seminary is safe. King Street data shows that 7 accidents have occurred.

A: The King Street 2 Project (road diet from Radford to Janney's Lane) was implemented and fully operational in September of 2016. Between this time and August of 2017, there was one crash in February of 2017 with no injuries. The corridor remained crash-free between March until September of 2017, after which, there were 4 total crashes, 2 of which resulted in injuries. These crash numbers may differ over time because the TREDs crash recordkeeping system is constantly being updated. Known reasons for changes in data include crashes that have gone through litigation are closed and can be published in the system, or data is refined and updated to be more accurate with its location.

According to our Vision Zero data analysis and relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were mostly rear-ends, angle (turning), and sideswipes in the same direction. The following, for our study area is true according to TREDs data (Virginia State DMV) as of July 2018: 33 crashes in 2015 (13 involved some kind of injury); 25 in 2016 (11 injury); 22 in 2017 (6 injury). Anyone can review this dataset by visiting <https://www.treds.virginia.gov/Mapping/Map/CrashesByJurisdiction> to see the actual numbers.

While the speed limit reduction helped reduce injury crashes on Seminary Road, speeds and general number of crashes have stayed consistent. Virginia roads include interstates (such as the Beltway), other divided highways, outer suburbs, and other types of roads that have far worse safety records, and shading in the TREDs map for Seminary shows its safety relative to a statewide population. Seminary Road has been judged to be a high-crash corridor worthy of study due to its safety record relative to all streets within the borders of, and operated by, the City of Alexandria, which has a Council-adopted goal to eliminate fatalities and serious injuries from City streets by 2028.

Has a study been done of causes of crashes on Seminary?

A: Yes, we have looked at the crashes between 2010 and 2017. According to our Vision Zero data analysis relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were

Phase 1 - Public Comment Summary

mostly rear-ends, angle (turning), and sideswipes in the same direction. The following is from TREDs data (Virginia State DMV): 33 crashes in 2015 (13 involved some kind of injury); 25 in 2016 (11 injury); 22 in 2017 (6 injury). While the speed limit reduction helped reduce injury crashes, speeds and general number of crashes have stayed consistent.

What was the decrease in volume on King? Where did the traffic go?

According to VDOT data estimates, there was no significant change to the volumes on King Street. The data can be [viewed here](#) but is summarized in the table below:

Street	Segment		Average Annual Daily Traffic										
	Begin	End	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
King St	I-395	Braddock Rd	22000	22000	22000	24000	25000	24000	22000	22000	22000	20000	21000
King St	Braddock Rd	Russell Rd	13000	13000	13000	14000	15000	14000	13000	13000	13000	13000	13000
Seminary Rd	I-395	Quaker Lane	16000	16000	16000	15000	15000	16000	16000	16000	16000	18000	16000

Why was the study stopped at Kenmore? Why not further west?

The project area stops at Kenmore because this is the area that is set for repaving. According to the City's complete streets policy, we are tasked with reviewing street and safety improvements to each roadway that is up for repaving to determine ways to make for safer and more convenient infrastructure for all people walking, biking, driving, and taking transit on our streets.

Is there a plan to remove the bike lane on Braddock if this is installed?

There is no plan to remove the shared bike markings on Braddock road if bike facilities are installed on Seminary Road. As part of the recent update to the Pedestrian and Bicycle Chapter of our Transportation Master Plan, bicycle facilities are recommended for both

Phase 1 - Public Comment Summary

roads, in order to help build a citywide network. For each recommendation, we investigate the feasibility of specific types of facilities on a corridor-by-corridor basis.

How many design treatments would result in Seminary being reduced to one lane in each direction?

There are a number of design options that we can come up with, some with a lane reduction, some without. We will be exploring the possibilities and presenting those at the next public event, and also show options that we ruled out and give reasoning behind each.

Are there other opportunities to do things beyond what is shown in presentation boards?

Yes, we welcome ideas for roadway improvements beyond the options shown on the boards. We hope people will contact City staff directly to propose them.

How can a decision be made without considering where the traffic might go?

We will look at where traffic might go if we propose a design where it would be likely that the proposed new configuration would cause drivers to divert from their current routes.

Am I correct in that no decisions are being made tonight?

Yes, that is correct. We want to hear what issues residents have and then will come up with design solutions to meet those issues packaged as concepts for the next public event. No decisions are expected to be made until the Fall.

What is the timetable? When does the road get paved?

We hope to have a decision with input from the community by September so that the road can be repaved and we can implement short-term recommendations in the Fall. This may be pushed to Spring depending on a variety of factors.

How much consideration has been given to the volume of traffic on Seminary as compared to Janney's Lane?

Our analysis will consider how any changes to Seminary Road would impact the intersection with Quaker Lane, including the Janney's Lane approach.

Does the scope of the project include things like sidewalks?

Phase 1 - Public Comment Summary

It includes maintaining sidewalks and considering enhanced pedestrian crossings. However, complex additions or revisions may need to be implemented in a short-term condition, in order to allow time and planning to perform more complex engineering.

In reference to pedestrian safety, is there money in Complete Streets as well as grant money? What was in the grant proposal for what might be done at Seminary/Howard?

We have grant money for the intersection of Seminary and Howard, while any changes for the remainder of the corridor will come from Complete Streets funding. Within the Seminary and Howard grant were recommendations to investigate upgrading accessibility through ramps and pedestrian access, improving signals, realigning sidewalks and ramps, investigating the elimination of the exclusive right-turn lane, and revising turning radii to improve safety at this high crash intersection.

In the traffic analysis, how will it account for future occupancy at the BRAC facility?

In our traffic analysis, we will try to estimate a factor to account for possible future traffic increases, due to BRAC or other sources of traffic growth.

One of the issues is getting from the road to destinations along the road. Is outreach to property owners being done and coordination?

We are reaching out to institutions and property owners along the corridor about this study in general, and would reach out to institutions to learn about their unique needs.

Why not invoke private easements to provide sidewalks?

Easements are something we can explore if we do not have room in the public space in the final chosen concept to provide sidewalks. Before exploring these options, we will reach out to and then work with property owners to design a sidewalk that is better suited for people walking along the roadway and meets their needs as well.

Can the pedestrian signal at Howard be adjusted to improve safety?

There are likely improvements that we can make with the signal at Howard. However, these improvements may or may not see an improvement in compliance and safety. The best course of action is to pair design with signal and other improvements. Engineering studies have shown that making intersections safer for people walking makes it safer for other modes as well.

Phase 1 - Public Comment Summary

Is the city looking at solutions for pedestrian safety in other locations? (Example given of a crash on Stevenson/Yoakum)

Yes, through our Vision Zero initiative, we are looking at other locations for pedestrian safety with our Year 1 Engineering priorities.

Is the city in contact with broadcasters and is it doing education?

The city is working on safety outreach and doing safety education in a variety of ways, we are working with our Vision Zero coalition partners to plan for this. However, as studies have shown, education takes decades to change behaviors whereas enforcement, engineering, data, and legislation have the most effect on people's behaviors. We are not currently working with television broadcasters, but are trying to reach citizens in other ways. As the first year of Vision Zero, we are planning these efforts now and have begun executing them in smaller ways for the first few months.

The Seminary is very interested in solution that serves traffic, bikes, walking and “if we can figure out how to get rid of a brick wall we will do it”

We are excited to work with the Virginia Theological Seminary as part of this process and will coordinate with them as we finalize concepts and determine what the impacts or needs might be beyond the public right of way in the road.

What happens when the concepts are developed?

We will have another public open house to review the concepts and take feedback from residents, as well as develop a survey that we will host on the website and promote through our eNews to gain more feedback from those that could not make the actual event.